

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

- 1-13. (canceled)
14. (original) A method of assembling a stator comprising:
- providing a stator frame;
- connecting a plurality of key bars to said stator frame, each of said key bars having a dovetail; and
- forming a stator core including:
- forming a pre-packaged stator core section including at least one first lamination having a first dovetail slot;
- coupling said pre-packaged stator section to said stator frame by engaging a first one of said dovetails into said first dovetail slot;
- forming at least one second lamination having a second dovetail slot;
- and
- coupling said second lamination to said stator frame by manually stacking said second lamination such that a second one of said dovetails engages into said second dovetail slot to form a manually stacked stator core section.

15. (previously presented) A method of assembling a stator comprising:

providing a stator frame;

connecting a plurality of key bars to said stator frame, each of said key bars having a dovetail; and

forming a stator core including:

- forming a pre-packaged stator core section including at least one first lamination having a first dovetail slot;
- coupling said pre-packaged stator section to said stator frame by engaging a first one of said dovetails into said first dovetail slot;
- forming at least one second lamination having a second dovetail slot;

and

- coupling said second lamination to said stator frame by manually stacking said second lamination such that a second one of said dovetails engages into said second dovetail slot to form a manually stacked stator core section;

wherein said first and second dovetail slots are formed such that a cross-sectional area of said first dovetail slot is larger than a cross-sectional area of said second dovetail slot.

16. (original) The method of claim 15 wherein said pre-packaged stator core section is coupled to said stator frame such that no portion of said first one of dovetails directly contacts said lamination having said first dovetail slot formed therein.

17. (original) The method of claim 16 wherein said manually stacked stator core section is coupled to said stator frame such that said second one of dovetails directly contacts a portion of said lamination having said second dovetail slot formed therein.

18. (currently amended) A method of assembling a stator comprising:
providing a stator frame;
connecting a plurality of key bars to said stator frame, each of said key bars having a dovetail; and
forming a stator core including:
forming a pre-packaged stator core section including at least one first lamination having a first dovetail slot;
coupling said pre-packaged stator section to said stator frame by engaging a first one of said dovetails into said first dovetail slot;
forming at least one second lamination having a second dovetail slot;
and
coupling said second lamination to said stator frame by manually stacking said second lamination such that a second one of said dovetails engages into said second dovetail slot to form a manually stacked stator core section;

~~The method of claim 14~~ wherein more of said stator core is formed by said pre-packaged stator core section than said manually stacked stator core section.

19. (currently amended) A method of assembling a stator
comprising:
providing a stator frame;
connecting a plurality of key bars to said stator frame, each of said key bars
having a dovetail; and
forming a stator core including:
forming a pre-packaged stator core section including at least one first
lamination having a first dovetail slot;
coupling said pre-packaged stator section to said stator frame by
engaging a first one of said dovetails into said first dovetail slot;
forming at least one second lamination having a second dovetail slot;
and
coupling said second lamination to said stator frame by manually
stacking said second lamination such that a second one of said dovetails
engages into said second dovetail slot to form a manually stacked stator core
section;
~~The method of claim 14~~ wherein said pre-packaged stator core section is held
to said stator frame by a force caused by core stacking pressure of said stator core.

20. (previously presented) The method of claim 15 wherein more of said stator core is formed by said pre-packaged stator core section than said manually stacked stator core section.

21. (previously presented) The method of claim 15 wherein said pre-packaged stator core section is held to said stator frame by a force caused by core stacking pressure of said stator core.

22. (previously presented) A method of assembling a stator comprising:

- providing a stator frame;
- connecting a plurality of key bars to the stator frame, each of the key bars having a dovetail; and
- forming a stator core including:
 - forming a first stator core section including at least one lamination having a first dovetail slot formed therein for engaging a first one of the dovetails; and
 - forming a second stator core section including at least one lamination having a second dovetail slot formed therein for engaging a second one of the dovetails, the second dovetail slot having a cross-sectional area which is smaller than a cross-sectional area of the first dovetail slot.

23. (previously presented) The method of claim 22 wherein the first one of dovetails projects into the first dovetail slot such that no portion of the first one of dovetails directly contacts the lamination having the first dovetail slot formed therein.

24. (previously presented) The method of claim 23 wherein the second one of dovetails projects into the second dovetail slot such that the second one of dovetails directly contacts a portion of the lamination having the second dovetail slot formed therein.

25. (previously presented) The method of claim 22 wherein the first stator core section is a pre-packaged stator core section.

26. (previously presented) The method of claim 25 wherein the second stator core section is a manually stacked stator core section.

27. (previously presented) The method of claim 26 wherein more of the stator core is formed by the first stator core section than the second stator core section.

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28. (previously presented) The method of claim 22 wherein the first stator core section is held to the stator frame by a force caused by core stacking pressure of the stator core.